



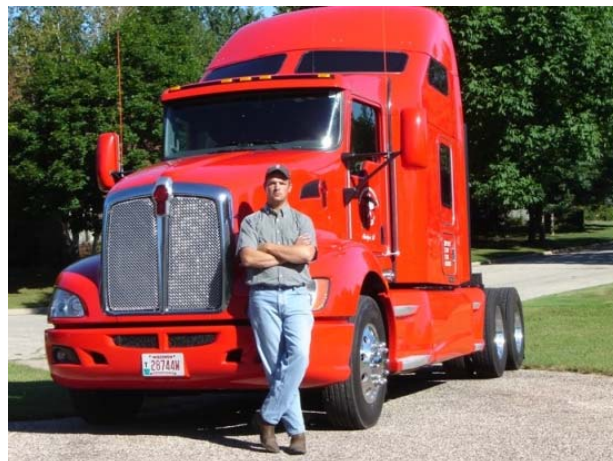
Kenworth T660's Fuel Efficiency, Performance and Comfort Keeps Wisconsin Owner-Operator Smiling

Aerodynamic Truck Saves Trucker \$2,000 to \$3,000 on Monthly Fuel Costs

TOMAH, Wis. – Bill Rethwisch still smiles when he fills up the fuel tanks on his aerodynamic Kenworth T660 even though diesel prices are the highest they've ever been in his 14-year career as a truck driver.

“With my Kenworth T660, depending on the price of fuel where I stop, I'm saving about \$2,000 to \$3,000 per month over what I would have paid for diesel fuel for my last truck,” said the Tomah, Wis.-based owner-operator. “My savings in fuel costs are basically making my truck payments.”

For the past 18 months, Rethwisch has driven a Kenworth T660 equipped with a 72-inch AeroCab® sleeper and a 485-hp Cummins ISX engine that provides 1,650 ft-lbs of torque powered through a 13-speed manual transmission. The Kenworth T660 has been a windfall for his operation since he reports that it routinely gets 35 percent better fuel economy than his previous big-hood truck of another make.



“Like a lot of other owner-operators, I convinced myself a big-hood truck was what I really needed when I got my last truck because big-hood trucks traditionally hold their resale value so well,” Rethwisch said. “That's when 1,850 ft-lbs of torque was really on the low end of the spectrum of what truckers wanted and buying a truck with less than 500 horses under the hood was unheard of.”

After hauling tanker trailers for many years, Rethwisch switched to hauling refrigerated trailers two years ago and noticed that his fuel economy routinely dipped to or below 5 mpg. Though diesel prices hadn't yet reached their peak, Rethwisch decided to change strategy and go with a more fuel-efficient truck. He chose to buy the aerodynamic Kenworth T660 with an engine that meets the latest in federal emission standards. “It's nice to be able to say that I'm doing my part to help reduce greenhouse gas emissions and keep the air cleaner,” he added.

By choosing the Kenworth T660, Rethwisch said he didn't sacrifice performance or comfort. After nearly a quarter million miles in operation, the Kenworth T660 has offered him plenty of horsepower and torque for crossing the Rocky Mountains and the Sierra Nevada Range.

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Rethwisch routinely travels between Wisconsin and California as a leased owner-operator with Badger State Western Inc. delivering specialty cheeses and butter westbound and produce eastbound.



The 6-foot-3 Rethwisch said the truck's interior offers a roominess and comfort that makes driving the Kenworth T660 a pleasant experience. "Even though I am a tall guy, I can stretch out on the bunk and slip the driver seat back into the sleeper. It doesn't feel confined at all. When I am at the wheel, it feels like I am driving a luxury car," said Rethwisch.



Rethwisch noted that the Kenworth Driver Information Center and dash gauges are well designed to give him all the information he needs at a glance. The Kenworth Driver Information Center has more than paid for itself since he is able to set it at Trip Economy. "I can adjust how I drive so that I stay at or above my average mile-per-gallon. I'd be lost without it," he said.

"This Kenworth T660 is the best truck I've ever owned," he said. "It offers me the comfort, performance and the styling I need and want. I also like the fact that Kenworth dealer network, particularly my local Kenworth dealer, Wisconsin Kenworth, has taken good care of me while I'm out on the road."

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